

The China Mail

Established February, 1840.

THE HONGKONG CHINESE MAIL
報日字華港香
HONGKONG, 11, 2nd FLOOR
ISSUED DAILY
CHIEF OFFICE
23 NOV 94

OUR JOBBING DEPARTMENT
HAYING, BEEF, LAMBS, &c.
we are prepared to receive orders for FANCY WORK with
reasons and despatch, and at
very moderate rates.

CHINA MAIL OFFICE

VOL. XLX. No. 9014

號三十月一十年四十九百八千一英

HONGKONG, FRIDAY, NOVEMBER 23, 1894.

日六廿月十年午甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON:—W. ALGAR, 11 & 12, Cannon Street, E.C. 4.
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HARVEY & CO., 5, Lombard Street, E.C. 4.
BANKERS & CO., 150 & 151, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. 4. ROBERT WATSON, 150, Fleet Street.
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Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £500,000.
HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLES, Esq., H. SCHLESINGER, Esq., CHAN KIR SHAN, Esq., TUNG TUNG SHANG, Esq., KWAN HOI CHUK, Esq., CHIEF MANAGER.
Interest for 12 months fixed 5%.
Hongkong, October 23, 1894. 1711

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.
CAPITAL CALLED UP, £251,000.15.0.
BANKERS & CO., LIMITED.
3, PRINCES STREET, LONDON.

Branches: BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

Agencies: PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST
Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANDREY INCHBAID, Manager.

Hongkong, November 6, 1893. 247

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP, £800,000.
RESERVE LIABILITY OF SHAREHOLDERS, £800,000.
RESERVE FUND, £275,000.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits for 12 months 5%
" " " " " 3%
" " " " " 2%
A. O. MARSHALL, Manager, Hongkong.

Hongkong, May 17, 1894. 835

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAY-UP CAPITAL, £10,000,000.
RESERVE FUND, £4,500,000.
RESERVE LIABILITY OF £10,000,000.
PROFITS, £10,000,000.

COURT OF DIRECTORS:—
J. S. MOORE, Esq., Deputy Chairman.
R. M. GRAY, Esq., Hon. A. McDonagh, Esq., H. HOPKINS, Esq., H. H. JOSEPH, Esq., Hon. J. J. KENNEDY, Esq., J. J. KENNEDY, Esq., J. J. KENNEDY, Esq.

CHIEF MANAGER:—
Hongkong—T. JACKSON, Esq.
Shanghai—H. M. BRYCE, Esq.

LONDON, BANKERS—LONDON AND COUNTY BANKING CO., Ltd.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2% per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months 3% per cent. per annum.
" " " " " 4%
" " " " " 5%
T. JACKSON, Chief Manager.

Hongkong, August 18, 1894. 339

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer to their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON, Chief Manager.

Hongkong, May 14, 1893. 1515

Intimations.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1893.

SHAREHOLDERS to the above Company are requested to furnish the Undersecretary with a List of their Contributions for the year ending 31st December last, in order that the DISTRIBUTION of the PROFITS reserved for Contributions may be arranged. Returns not rendered prior to the 30th day of November next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, October 31, 1894. 1745

CHINA FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1893.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions for the year ending 31st December last, in order that the DISTRIBUTION of the PROFITS for that year may be made. Returns not sent in before the 30th instant will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE, Secretary.

Hongkong, November 1, 1894. 1754

KUNGHOW DISTRICT.

LOCAL NOTICE TO MARINERS, No. 4.

LAMKO LIGHTHOUSE.

NOTICE is hereby given that the LIGHT at LAMKO was exhibited for the first time at Sunset on the 15th November. The illuminating apparatus is a two-sided Dioptric one, of the Fourth Order, showing white flashes at intervals of 20 seconds. The Lighthouse stands about 253 yards to the southward of high-water mark on Lamko Point, and the Light, which is elevated 83 feet above the level of the sea, should be visible in clear weather at a distance of 12 miles in all directions where it is not obscured by land.

The tower is an iron screw pile structure, 55 feet high, with a total height from its base to the lantern vanes of 67½ feet. The tower is painted white with two red horizontal bands; the dwellings are white.

Approximate position: 20° 0' 30" N. Longitude: 109° 49' 15" E.

As there are extensive reefs to the northward and westward of Lamko Point, vessels are recommended to pass the Lighthouse at a distance of not less than two miles.

C. J. PRICE, Acting Harbour Master.

Approved, S. UNWIN, Acting Commissioner of Customs.

Custom House, Kiangchow, 16th November, 1894. 1832

In the Matter of TAM KIT, Deceased.

NOTICE is hereby given that as from the 28th day of October, 1894, the ESTATE and RESPONSIBILITY of the late TAM KIT in the SUN SHING SHOP, No. 77 and 79, Wellington Street, ceased to exist, and that as from that date the Undersecretary TAM CHAN SHI became and now is the Sole Person carrying on Business under the said Firm name of SUN SHING.

And further that the Estate of the said TAM KIT is solely liable for all Debts and Liabilities and is solely entitled to all Assets of the said Firm up to the said 28th day of October, 1894.

WONG CHUK YAU (文竹黃), AND TAM YUK SHAN (瑞玉譚), Executors.

TAM CHAN SHI (氏陳譚), 1825

CALBECK, MACGREGOR & Co.

Wine and Spirit Merchants, 13, QUEEN'S ROAD, HONGKONG, August 18, 1891. 1613

CHAN A-TONG.

COAL, COKE, AND COAL TAR MERCHANT, No. 5, ARSENAL STREET, HONGKONG. (1799)

STAINFIELD'S FAMILY HOTEL.

SUPERIOR BOARD & RESIDENCE, with every convenience. Mrs. STAINFIELD, 1, Queen's Road East, Hongkong, June 30, 1894. 1102

THE MERCHANTS' BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £1,125,000.
PAID-UP CAPITAL, £655,000.

Interest allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits:—
For 12 Months, 5%
For 6 Months, 4%
For 3 Months, 3%
JOHN THURBURN, Manager, Hongkong.

Hongkong, June 16, 1893. 223

Business Notices.

LANE CRAWFORD & Co.

CHRISTMAS 1894!

TOYS.

DOLLS, TALLY HO! CARTS, HORSES, CARTS, FUR and RUBBER TOYS, TEA SETS, BRICKS, SKITTLES, PUZZLES, BUILDING TOYS, GUNS, SWORDS, COOKING RANGES, YACHTS, TOOL CHESTS, PERAMBULATORS, MUSICAL TOYS, MECHANICAL TOYS, &c., &c., &c.

LANE, CRAWFORD & Co. Telephone 97. 1878

W. POWELL & Co.

WINTER STOCK OF FENDERS (\$3.50 to \$40.00 each).

FIRE IRONS (\$2.50 to \$20.00 set).

W. POWELL & Co. 1742

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR STRAITS. DATE. REMARKS.

LONDON.....Bombay.....About 27th Nov.....(Freight or Passage calling at MARSEILLES, if sufficient inducement offers).

SHANGHAI.....Shanghai.....About 1st Dec.....Freight or Passage.

SHANGHAI.....Siam.....About 3rd Dec.....Freight or Passage.

LONDON, &c.....Batavia.....Noon, 6th Dec.....See Special Advertisement.

JAPAN.....Yokohama.....Noon, 7th Dec.....Freight or Passage.

LONDON and MARSEILLES.....Canton.....About 15th Dec.....Freight or Passage.

For further Particulars, apply to P. & O. S. N. Co.'s Office, Hongkong, November 23, 1894. 1893

H. H. JOSEPH, Superintendent.

XMAS CARDS.

H. KONG TRADING CO.

ARE SHOWING A LARGE AND WELL-SELECTED STOCK OF XMAS & NEW YEAR CARDS.

No. 1 to 5, D'AGUIAR STREET. Hongkong, November 12, 1894. 1827

HONGKONG HOTEL.

Telegraphic Address, "Krenlin"—A.B.C. Code. Telephone, No. 32.

BOARD and LODGING, from \$5.00 per day.

HYDRAULIC LIFT to all Floors.

The Hotel Steam LIFT conveys passengers and baggage to and from all Mail Steamers.

R. TUCKER, Manager.

HOTEL CHAMBERS.

BOARD and LODGING, from \$5.00 per month.

ROOMS TO LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

Apply to R. TUCKER, Manager, or R. LYALL, Secretary.

DAWSON'S PERFECTION OLD SCOTCH WHISKY.

ALLISTON & Co., SOLE AGENTS, HONGKONG AND THE FAR EAST.

62, QUEEN'S ROAD CENTRAL. Hongkong, November 11, 1893. 1949

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE THE SEA LEVEL. Telephone No. 35.

THIS MAGNIFICENT HOTEL is situated at the most beautiful and healthy part of the Hill District. The air is delightfully cool and bracing; the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed.

THE GROUND is under the personal superintendence of an experienced GOLFER.

LAWN TENNIS—Three Courts in splendid condition are kept for the use of Visitors.

TRAMWAY TICKETS are supplied to Residents and Visitors at the Hotel at reduced rates.

For further Particulars, apply at the Offices 38 and 40, Queen's Road Central, or to THE MANAGER, MOUNT AUSTIN HOTEL. Hongkong, September 24, 1894. 1523

A RAMBLE THROUGH SOUTHERN FORMOSA.

This Article, which has been reprinted from the "China Mail," contains one of the best Sketches of Formosa Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, 4s.—at Messrs. LAM, CRAWFORD & Co., 97, Queen's Road, HONGKONG; also, Mr. N. MOORE, Amoy.

Intimations.

HONGKONG RIFLE ASSOCIATION.

MEETING to be held TOMORROW, the 24th November, at 10 a.m.

1.—Association. Carbine Competition. Distance, 500 yards. No. of Shots, seven. Entrance, one dollar. Any position. Five prizes: \$8.00, \$4.00, \$2.00, \$1.00, \$0.50.

2.—Association. Distance, 500 yards. No. of Shots, seven. Entrance, one dollar. Any position. Five prizes: \$10.00, \$5.00, \$4.00, \$2.00, \$1.00.

3.—Association. Distance, 500 yards. No. of Shots, seven. Entrance, one dollar. Any position. Five prizes: \$10.00, \$5.00, \$4.00, \$2.00, \$1.00.

4.—Association. Highest aggregate in 2nd and 3rd Competitions. Entrance, one dollar. Three prizes: \$15.00, \$10.00, \$5.00.

5.—Association. Nursery aggregate restricted to Members who have never won a prize in any of the above competitions. Entrance, one dollar. Five prizes: \$10.00, \$5.00, \$4.00, \$2.00, \$1.00.

6.—Association. Championship. Entrance, one dollar. Conditions to be decided on the ground by the Committee.

A sighting shot can be had in competitions 1, 2 and 3 on payment of ten cents. The time of shooting will be notified in the papers as usual.

G. K. MOORE, Hon. Secretary.

Hongkong, November 23, 1894. 1855

CHAS. J. GAUPP & Co.

Uranometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

TELEGRAPHIC CODES AND TELESCOPES. RICHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English Silver & Electro-Plated Ware. Gold & Silver Jewellery in great variety.

D. I. M. O. N. D. S.

DIAMOND JEWELLERY, A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

NOTICES TO CONSIGNEES.

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. RADNORSHIRE, FROM HAMBURG, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersecretary on or before the 29th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th Inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, November 22, 1894. 1892

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Irene, Captain R. Schumacher, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersecretary, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 19th Instant.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SIEMSEN & Co., Agents.

Hongkong, November 19, 1894. 1856

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP SACHSEN, FROM BREMEN AND PORTS OF CALL.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before 3 p.m. To-day, the 21st Instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 28th Instant, at 3 p.m.

All Claims must reach up before the 30th November, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by MELCHERS & Co., Agents.

Hongkong, November 11, 1894. 1453

Auctions.

TO BE SOLD AT NAGASAKI, by PUBLIC AUCTION, on SATURDAY, the 24th November, at 11 a.m., THE IRON 4-MASTED BARQUE DRUMELTAN, 1908 Tons Register.

As she now lies in the Harbour of Nagasaki. For further Particulars, apply to Capt. McLELLAN, c/o Messrs. Holmes, Ringer & Co., Nagasaki.

GILMAN & Co., Lloyd's Agents. Hongkong, November 14, 1894. 1835

PUBLIC AUCTION OF CANTON BLACKWOOD GOODS, CLOCKS, PICTURES, &c.

THE Undersecretary has received instructions to Sell by Public Auction, on SATURDAY, the 24th November, 1894, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street, (For Sunday Accounts), A QUANTITY OF HOUSEHOLD FURNITURE, &c., comprising:—

DRAWING-ROOM SUITE in Old Gold Push, ONE TAPESTRY and PLEUR DITTO, ONE FINELY CARVED CANTON BLACKWOOD CHAIR STAND, BLACKWOOD MARBLE TOP TABLES, ROYAL TABLES, TEA TABLES, WRITING TABLES, CHINAIRIES, VASES, BOOKS, BOOKCASE, SEVERAL NEW CARPETS, RUGS, FENDERS, &c., &c.

SUBORDINATE, with MIRROR, LARGE EXTENSION DINING TABLE, and CHINAIRIES, DINING WAGGONS, DINER and DESKERS SERVICES, SEVERAL DOUBLE IRON BEANS, MOUNTED BEDSTEPS, WIRE MATTRESSES, &c., MARBLE-TOP WARDROBES, DRAWING TABLES, SEVERAL and DOUBLE TRAP WARDROBES, PLAIN and with BEVELLED GLASS DOORS, SUNDRY BED-ROOM FURNITURE, BATH-ROOM REQUISITES, ONE LARGE COOKING STOVE, &c., &c., &c.

Catalogues issued prior to Sale. On View from Friday, the 23rd November.

TERMS OF SALE.—As customary. GEO. P. LAMBERT, Auctioneer.

Hongkong, November 22, 1894. 1896

For Sale.

FOR JALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersecretary.

MITSUI BUSSAN KAISHA, 8, Queen's Road Central.

Hongkong, January 2, 1894. 1

FOR SALE.

135 FATHOMS of New STUDD LINK CHAIN CABLE of 1 9-16th, inches diameter with Lloyd's Test. The whole or part of it.

Apply to GEO. P. LAMBERT, Auctioneer, Duddell Street.

Hongkong, November 19, 1894. 1874

To Let.

TO LET.

DWELLING HOUSES—BANGKOK, MOUNT KELLEY, (Furnished), HIGHLORE, at MAGLERS GAP, No. 1, RIFLE TERRACE, No.

WATER. A match will be played to-morrow (over 30 s. over 31). The following are the names:—
 Over 30—A. E. Fraser, E. Mac, T. B. Smith, J. E. Brown, Capt. Wolman, Sir. Mac, Beach, Capt. Ramsey, C. Ingham, S. Powell, Col. Clark, W. Taylor.
 Over 31—H. M. Elliott, R. N. P. A. Davies, R. A. P. G. Anderson, H. K. E. E. W. Danby, C. M. Firth, E. B. Deacon, W. Munsey, J. M. S. Macdonald, E. W. Bird, E. S. Kzekiki, A. N. Other.
 By the courtesy of Major Faithful and the Officers of the Regiment, the Band of the Hongkong Regiment will perform a selection of music during the afternoon.

We noticed to-morrow yesterday the arrival of the China and Manila S.S. Co's steamer Zephyr, which had returned from Amoy to repair damages. This vessel had been reported as having struck a rock between this port and Amoy, but now it has been ascertained that the vessel was not with the further south of North Point, opposite the Howlong Dock. No doubt, if Captain Coburn had supposed for a moment that serious damage had been sustained, he would have proceeded to the dock before he got outside of the Lyceum. But, instead of doing this, he proceeded to Amoy, and had to return thence. The Zephyr, had a portion of her forefoot carried away, and has sustained other damage, although she was making no water. After having transferred her Manila cargo into the Hemerada, she will go over to the Hongkong Dock.

Tax San Francisco Chronicle of 26th Oct. has the following telegram:—

Victoria (S. C.), October 24.—The Olymbus steamer Prince Rupert, which was coming to British Columbia and had been currently reported as destined for Puget Sound or Victoria, Vancouver, is to engage in more adventurous service, having just been purchased by the Chinese Government, doubtless for the transport of troops. Whether the vessel was built for the Canadian Pacific, as was supposed, or built for sale, and the builders had, after a thorough inspection of her by Steamship Manager Beatty of the Canadian Pacific, made an arrangement whereby, for the time being, she was to be at the railway company's disposal in these waters, is not definitely known. Being a floating palace of twenty-one knots speed, she would have been a splendid excursion boat. It was unofficially stated that the railway company intended to place her on the daily route between Vancouver and Victoria. The Prince Rupert being on the way out, intercepting messages have been sent to her calling stations to change her course to China.

Last night, the 'Old Volume' made a departure from their usual style of meeting, and gave an 'At Home' in the Hongkong Hotel on the occasion of the departure for Singapore of their Hon. Secretary, Mr. S. Jeffrey. Prior to the social feature of the evening, a meeting was held in the Drawing Room to receive a report from the Committee and a statement of accounts from the Secretary and Treasurer. The report commented on the success which had attended the meetings of the Society during the past year. The accounts showed a credit balance of \$88. Mr. F. Browne and Mr. W. St. John Hancock were elected Joint Hon. Secretaries, and the Rev. R. F. Cobbold Treasurer. An adjournment was then made to the Dining Room, where the 'Old Volume' received their guests. There were upwards of 180 persons present. An entertaining programme was then given through the contributions being Mr. C. H. Grace, Mr. W. E. Cox, Mr. C. T. Robinson, Mr. G. G. Brady, Dr. Meadows, and Mr. Webb. In the course of the evening, Dr. Cantlie, President of the Society, presented Mr. Jeffrey with a cheque and a handsome Japanese panel bearing an appropriate inscription. Dr. Cantlie, in making the presentation, made some laudatory remarks with regard to Mr. Jeffrey's work in Hongkong. In former days, he said a Hongkong Literary Society had sent out to Singapore a Secretary (Sir Cecil C. Smith) who had since become famous, and Hongkong was again sending down to Singapore another Secretary of another Literary Society, and they felt sure Mr. Jeffrey would achieve equal distinction to that of Sir Cecil Smith. Mr. Jeffrey, in acknowledging, said the Society had lived down the ridge with which it was first greeted and justified the prophecy that it would stand out in a year or so. It was commended the respect and support of all that was 'best in the Colony'. Later in the evening, Mr. J. J. Francis, Q.C., who had been one of the spectators, proposed the toast of the 'Old Volume' and wished success to the Society. Looking to its history, he thought there were plenty of evidences that it would remain a permanent institution in the Colony. Dr. Cantlie and Mr. S. B. J. Skerrett replied. Mr. J. D. Humphreys, in a humorous speech, proposed a vote of thanks to the performers. Mr. Cox and Mr. Brady acknowledged. The Hon. J. H. Stewart Lookout proposed the toast of the Press, for which Mr. G. C. Cox and Mr. Cheaney Duncan responded. The toast of the Chairman, proposed by Colonel Mulloy, was drunk with musical honours.

There are two kinds of dogs, the good kind which belongs to yourself and the worthless one that is kept by your neighbour.

TELEGRAMS.

[SPECIAL TO THE 'CHINA MAIL'.]
 LONDON, Nov. 23, 1894.
THE CHINA-JAPAN WAR.—JAPAN FAVOURABLE TO MEDIATION.
 Japan has intimated to the United States Government that she is willing to accept the American Minister at Tokio as a medium for Chinese proposals of peace. President Cleveland has accordingly issued the necessary instructions to the U. S. Ministers at Peking and Tokio.

STRANDINGS OF A CHINESE IRONCLAD.

The Chinese battleship Chet Yuen, in endeavouring to avoid the torpedoes entering Wei-hai-wei has run ashore. Commander Lin (Captain Lin Tai-sau or Commander Yang Yung-lin) committed suicide. [This vessel is one of the two powerful ironclads possessed by China. Captain or Commodore Lin is most likely the officer who has killed himself.—Ed., C.M.]

GYMKHANA NOTES.

The last Gymkhana of the season takes place to-morrow and should attract the usual 'gal throng' to the Happy Valley. The entries are fairly good, though I miss the names of Glenair, Silver King and Zelic; the two former are to be trained for the ordinary meeting, and Zelic's owner is away in fair Nippon. The first pony event is fixed for 3.15, and has secured an entry of nine, but I only expect to see about half-a-dozen take the starter in the absence of Swift and Piper; a good race should take place between Chet and Zelic. The following are the probable starters for the mile Handicap:—

- Have, 12.5, Mr. Landale.
- Piper, 12.5, Mr. Hart Buck.
- Swift, 11.5, Mr. Chabellero.
- Chet, 11.5, Mr. Taylor.
- Swift, 10.12, Mr. May.

Have and Swift will each have the advantage of a jockey allowance of 6 lbs. and Swift of 8 lbs.; Chet is going very well in training, but Piper is a little out of the race and will be all the better for a prolonged rest. Old Piper, who has been going as well as ever, pulled up dicky this morning after a quarter of a mile spin. Have is moving in fine form, and goes so easily that he does not seem to be doing any work. He is going to be sent to the issue for first place with Swift, with probably Chet third. Of course, if Piper starts sound, he may upset the lot.

The Walter should be won by either Blinere or Cutler; and if Exchange is in anything like his old form, he should secure the Half-mile. The most pleasant way to proceed to the Course is to take to East Point, but for people who prefer a spice of danger in their travels I can confidently recommend either the Praya or Queen's Road. One of these so-called thoroughfares, particularly on the latter, the P.W.D. has kindly provided material for a most exciting journey—occasional little stacks of planks in the middle of the road, (in reserve, I suppose, for next year's digging up of the road or for the usual crowd of coolies, with picks and baskets of sand which are dropped down anywhere; now and then an iron trap open with no one near to shut it. Of course the regulation of the road is usually a very onerous task. On my way to the course the other morning, I met two carriages returning with a broken shaft and in other ways damaged. When the matter of the road is considered, things are better than they have been for the last two years; so if we live, we may still hope.

CROXTON.

THE BATTLE OF THE BALL.

(HAPPY VALLEY, Nov. 22.)

Shure the little toms 's' spondin' 'Lookin' in the Praya for some one. When the little is never seen! A few that's on the croce; 'Be the holey' at the Valley. There are shindies that can lick 'Ivory' and shoddy rally 'Av the Jap on China trick'.

Donnybrook is mild and airy; Shure it's murtherin' the match 'Av the devil's fightin' away. In a 'Sucker' football scotch. Shure whin' handsome Mister Brady. Put his toe agin the ball 'Ivory' and shoddy rally. Wished that same had shot a goal.

Whin' the spallin' wid the palches Struck the ball out from the stick; All the crowd cam down in bunches 'Av the Jap on China trick. 'Av the Jap on China trick. 'Av the Jap on China trick.

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DARING MURDER AND ROBBERY IN HONGKONG.

ONE MAN KILLED AND TWO WOUNDED—FIVE ARRESTED.

Last night a daring robbery was committed in Wing Lok Street about seven o'clock. A gang of seven armed men entered the shop of a rich Singapore trader at 56 Wing Lok Street, shut the door, and tied up the inmates—fourteen in number—and proceeded to ransack the place. While searching the shop and house, the robbers were disturbed, and opened fire with revolvers upon the police as they entered the shop. A Sikh constable, named Ahmed Singh, was hit three times, twice on the right arm and once in the region of the heart. A Chinese passer-by was shot in the head. The bullet entered the right temple and passed through his brain. He was taken to the Government Civil Hospital, but died shortly after admission. One of the thieves was shot in the buttock by his own friends as they were escaping by the back door of the shop. He is not seriously injured, but the Sikh is in a precarious condition and is not likely to recover. His possessions were taken by Mr. H. E. Woodhouse at the Government Civil Hospital last night.

It will be remembered that a similar outrage was committed at 10 Wing Lok Street last week, but on that occasion, probably because the thieves were not disturbed, they managed to get off scot-free with some things like \$2000. Last night the thieves had been in the shop a few minutes, Chu Cheuk, one of the foks who had been out on a message, returned to the shop. He was astonished to find the door shut. Pushing it ajar he was able to see a number of strange men inside. He gave the alarm to Indian Constable 976 Ahmed Singh, who blew his whistle and went to the shop. District Watchman 50 and some others were aroused and hurried to the scene as speedily as possible. The Indian Constable was the first to enter the shop. No sooner had he broken in the door than he was shot in the left breast, near the heart, but this did not rot him from going forward and catching hold of one of the men and he never let go his hold although twice shot in the right wrist. It was evident that the men at first intended to make a stand in the shop, but at the shouts of their leader they made for the back passage leading out to the Praya. Meantime, the police were converging on the shop, although they were somewhat handicapped by the Indian taking action before they had surrounded the premises. One man who was rushing out upon the Praya crying 'Thief' in a most ostentatious manner, was secured by another Indian constable and a District Watchman. This prisoner was wearing a long blue coat, was afterwards identified as the property of the master of the shop, and he was carrying a revolver in his hand. He threw the revolver into the Harbour before he was captured. Another man was secured by two Chinese detectives as he was running along the Praya; a truncheon was found up his sleeve. He practically admitted that he was a participant in the robbery by stating that he was there 'passing' at the time, but did not shoot. He has been identified by the shop foks as the man who tied their quoses together. This man was until recently in the employ of Mr. Gray Ewens, solicitor, and as all the other men under arrest are strangers to Hongkong it is suspected that this coolie is the organizer of the robbery. Two other men were arrested at an early hour this morning in an opium den at 289 Queen's Road Central. They have been identified by five of the shop people.

Only two revolvers are in the possession of the Police. One of these belonged to the wounded man in the Civil Hospital. They are the usual 'bull-dog' type of weapon, Belgian copies of English revolvers, and not unlike the revolvers sold by auction on the Police Compound not very long ago. Not that these identical revolvers were sold there, but they resemble the revolvers found so plentifully during the Tungking coolie disturbances in the Western District early this year, and also sold by auction, mostly to Chinese.

The police may be congratulated on having been so successful in making so many arrests. As soon as the matter was reported, Captain May took it in hand personally, and along with some of his inspectors made a search of some of the villages in other parts of the Colony, besides keeping a strict surveillance on all small inns in the Harbour. In fact, every possible precaution was taken to prevent the escape from the Colony of any of the gang. One of the watches and some of the stolen property have been recovered under circumstances which connect the prisoners with the affair. The two revolvers recovered by the police have not been discharged. They are loaded in all fire chambers.

The Chinaman who was shot dead has not been identified.

The names of the man under arrest, Ah Chun, weaver (in Hospital), Li Pong, Ip Sam, Pao Fook, and Pan Chu, all unemployed. With one exception they are a villainous-looking crew.

We believe another armed attack was made on the Man On Insurance office several weeks ago, although it was never made public. It is said that between \$2,000 and \$3,000 were stolen then.

PRISONERS BEFORE THE MAGISTRATE.

This morning, four of the prisoners were brought before Mr. H. E. Woodhouse at the Magistrate's. The fifth prisoner is in medical only.

SUPREME COURT IN COLONIAL COURT OF ADMIRALTY.

(Before His Honour Mr. E. J. Akeroyd, Acting Chief Justice, with Commander W. C. H. Hastings, R.N., retired, as Naval Assessor.)
 Friday, Nov. 23.

'PHRA OHM KLO' v. 'M'.

This is a salvage suit instituted by the South China S. S. Company, Limited, as owners of the steamer Phra Ohm Kloo, against the German steamship M. The claim is for \$20,000. The M. was three days on the trip, and was captured by Mr. A. B. Johnson, of Messrs Johnston, Stokes and Master, appeared on behalf of the plaintiffs, and Mr. A. J. Leish, Q.C., instructed by Mr. E. G. Ellis, of Mr. V. H. Dana's office, for the defendant. When the case was before the Court on the 29th October, evidence was given by Capt. Fowler of the Phra Ohm Kloo, and his officers and chief engineer. Mr. Edwin Macintosh, of Messrs Butterfield and Swire, acted for the South China S. S. Co., and stated that he had been connected with shipping matters for over 39 years. The Phra Ohm Kloo was between 10 and 11 years old. Her present value was about \$20,000. She cost about \$25,000. In rendering service to the M., she was three days on the trip, and was captured by Mr. A. B. Johnson, of Messrs Johnston, Stokes and Master, appeared on behalf of the plaintiffs, and Mr. A. J. Leish, Q.C., instructed by Mr. E. G. Ellis, of Mr. V. H. Dana's office, for the defendant.

Cross-examined—Such a ship as the Phra Ohm Kloo would cost not more than \$25,000. She cost about \$24 per ton when new. Five or six per cent was allowed for depreciation. Parties agreed at this stage to take the value of the ship and freight at \$10,000. Capt. E. B. Harris, Lloyd's Surveyor, testified that he had inspected the M. and that he had seen the Phra Ohm Kloo. He was secured by chains when she first came in, but when he inspected her in Dock the propeller had been removed. The stern tube was broken into many pieces. The broken parts of the shaft were taken to the dock and the propeller was found to be a longitudinal fracture about two feet in length between the after coupling and the stern tube, passing into the tube through the bulkhead. The bulkhead was injured. The shaft was torn away from the bulkhead. He entered the after peak through the hole in the bulkhead. Four of the main frames of the ship inside were injured by the broken shaft, but none of the outside plates were injured.

Cross-examined—The stability of the ship was not affected. By the Court—Did you look at the stern post to see if it was injured? There was no injury outside the ship. From what you say, do you think the ship would have lasted anywhere there? The water would pass freely into the after peak. There is always water coming into the after peak. The water goes into the after peak, so long as the tube in all right water does not pass into the tube. The water remained in the case, in the after peak.

This closed the case for the Phra Ohm Kloo.

Capt. O. H. Davidson, of the Rio, stated that he had been on this coast 18 years, trading between Hongkong and Saigon chiefly. He left Saigon on the 8th Sept. On the morning of the 8th Sept. the propeller shaft broke. About half an hour later they set sail at 5.30 a.m. There was a little swell and a strong wind. It was from the south. The wind was light. He could not notice if there was any current as it was cloudy and he could get no observation. Sails were kept up all day on the 8th and also the 9th. The land was seen on the 9th. He was near enough to know the land. They could see the entrance to Quinhon. On the morning of the 10th the ship made a good deal more progress. He was heading W.N.W. The land was 30 miles off. Hurst indicator was, if he met no steamer, to send a boat into Quinhon for assistance. Before seeing the Phra Ohm Kloo, he had selected a crew and got a lifeboat ready with sails and provisions to send to Quinhon. He believed the boat would have made that port easily. The chief officer, six sailors and the carpenter who could speak Chinese and Annamese were appointed to go in the boat, which might have made the port in a day or two. He had been in the port of Quinhon to the south. He could not have taken the Rio into Quinhon, but there was a five anchorage outside, especially in a southerly wind. The Rio was drawing 17 or 18 feet of water. At Quinhon there was a 34 fathoms water. If he had been 15 or 20 miles nearer the coast, he could have anchored. When the accident occurred, the ship was fully provisioned. They had rice and coal on board, and besides fresh water could have used their condensers. The ship was exactly the route of steamers passing up and down. Quinhon is in telegraphic communication with Hongkong and Saigon. There were thirteen men on the boat belonging to the same line of steamer—Johnson & Co., of Amoy. Two of the same line trade to Quinhon. The accident occurred on the 10th. The Phra Ohm Kloo was very successful. The Phra Ohm Kloo was very successful. The Phra Ohm Kloo was very successful.

Cross-examined—On the 6th and 7th Sept. the Rio was making about 10 knots an hour. It was about 4.15 a.m. on the 8th that the accident occurred. It was a five knot hour. He had seen the land the night before, and had fired a gun to lead reckoning. Witness was then examined as to details.

Other witnesses were examined, and the case stood adjourned.

The following announcement appeared in the Kreuz Zeitung of Oct. 16.—Ernest Alois of Hesse has obtained concessions from the Russian Holy Synod such as to Princess and Countess Hesse, and at once followed in the footsteps of the Orthodox Faith her Royal Highness will not declare her former religion to be abandoned, nor will she state that her conversion is due to the conviction that the truth lies not with her own, but with the Russian Church. The Synod will content itself with the declaration that the Princess and Countess Hesse have been received into the Orthodox Church in order to be of one religion with her future husband.

A MAN with a peculiar hobby has become famous at Ekestone. For some years past he has been in the habit of buying and selling houses and at once followed in the footsteps of the Orthodox Faith her Royal Highness will not declare her former religion to be abandoned, nor will she state that her conversion is due to the conviction that the truth lies not with her own, but with the Russian Church. The Synod will content itself with the declaration that the Princess and Countess Hesse have been received into the Orthodox Church in order to be of one religion with her future husband.

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THE QUESTION OF TIPPING.

It is not always easy to appreciate the troubles of other people, but in some cases we may, at last, find a good excuse for want of sympathy. Such a case, we think, is furnished by the writer in the National Review, who, under the heading of 'A Country House Question,' discusses the troubles experienced by country-house visitors in the matter of tips. It is a question upon circumstances and common-sense for the nation, it is surely that of the amount of the gratuities which we offer to our friends' servants. It must vary, one would think, according to the amount of trouble which we have given them, the willingness they have shown in our service, and our own inclination. But that does not seem to be the opinion of the National Review, nor is the article in that periodical the only one that has discussed this question from a very different standpoint. The country-house visitor of whom this article speaks, is a person of no discretion, who is guided absolutely by the example of his fellow-creatures. He does not distribute tips for his own satisfaction, but because he understands that 'tipping' is the custom; and he regulates the value of his gift not by his own inclination, but by what he supposes to be the usual practice of people who are in the same position as himself. To judge from what is said on the subject in the National Review, there must not only be many people in that same position, but also a good many of the same mind, and this 'game of follow your neighbour' has failed them in difficulties which anybody might have foreseen to be insurmountable. In order to make sure that they are not giving too little, they have habitually given too much, with the result that the standard which they have established is not only a burden to them, but also a source of trouble to the visitor. The question that now confronts the visitor is, in the words of the National Review, 'What's the very least I can give without looking mean?' and, thanks to his own well-meant extravagance, it is one that cannot be answered by a word of satisfaction without dipping deeply into a slender purse. We say 'to his own satisfaction,' for after all it is only in his own eyes that this poor-spirited creature looks mean when his tips are small. His host, however, has no opportunity of expressing his liberality with their own; his host, naturally, knows nothing of the amount that his servants receive; and the servants themselves—those whose good opinions are worth having—think no worse of a man because he rewards their services rather according to his own means than to their dignity. What kind of a man is he, we wonder, who quails before the frown of a discontented butler? Is his case really deserving of sympathetic consideration? The National Review seems to think so, to judge from the conclusions to which it arrives. It advocates a good reform in its favour.

The present scale of tipping in country-houses is, the writer thinks, too high. We are decidedly of the same opinion, if the tariff which he puts before us is anything like a correct indication of general custom. There is a list of the sums which must be paid by a young couple, without servants, who spend 'the inside of a week for shooting,' and the writer adds, 'No one will deny that these tips are on a low scale.'—Head-gatekeeper, 25; under-keeper, specially helpful, 5; butler, 10; footman, 5; housemaid, 5; coachman, who drives to and from station, 2s. 6d.; Total, 52s. 6d. The young couple would have been less expensively lodged at a hotel. And why is the head-gatekeeper to be paid 25s. to tip half the household, it is impossible to omit so important a personage. 'Many people,' he continues, 'in a really large place, give the butler 10s., or even a pound, on the plea that if they do not he will probably leave their glasses empty at dinner. Others, again, especially if they are rather bad shots, think it a necessary piece of policy to give the head-gatekeeper a five-pound note, and so ensure that they are not left out when the big shoot takes place in January. Truly, the times must have changed, and our 'yes with them, far more than to the head-gatekeeper, who is a very important personage. He is a country-house to-day, with a new name of guests to pay their tips. It used not to be the case, that the head-gatekeeper should have the guests, or that the guests were required to pay the butler for their champagne. But to return to the tariff, which we take to be an exceptional one, we first consider the question of the indoor servants. Why should a young couple tip both the butler and footman? If the husband gave 5s. to the particular man-servant, whether butler or footman, who acted as his valet during these five days, he would surely have done what could be expected of him. We will not quarrel with the housemaid's tip—it depends so entirely on the services which may have been required of her by the lady of the party. Nor is half-a-crown an extravagant present for the coachman. But two pounds to the head-gatekeeper is a very large sum, and a five-pound note is simply idiotic. Of course, tips to gatekeepers must vary according to the circumstances; one does not feel inclined to give the same amount for a day's purridge-shovel as one would for a day later on in the season, but still, in any case, by the way, a sensible man will give more than a sovereign to his keeper for three or four days' work. There is always an underlying under-keeper, or beater, who carries his cartridges and has to be tipped also. What is the use of giving large sums to the gatekeeper if the other arrangements of a hunt in his own hands. Even when everything is left to the discretion of the head-gatekeeper, we do not believe that hasty tips will induce him to put a bad shot in what he knows to be the best place. After all, he is still a game-keeper, and likes to see his birds accounted for in a workmanlike fashion. A master, he is even more concerned than his rule, is the result of a day's bag, and some grumpy old country parson, whose tips are as scanty as his aim is unerring, is far more likely to be a source of trouble than the brilliant appearance and lavish generosity of a young man who has not learnt to hold straight.—Spectator.

Mr. Wheeler, writing in the Academy, thinks that he has discovered a literary fraud of some magnitude. He has for years ago one of the quarterlies published an article on the discovery of China, signed by the Marquis Tseng, who had recently represented his country at the Court of St. James's. The article, which was intended to demonstrate the importance of Chinese history and culture, and created a sensation at the time, and was quoted in evidence of China's military strength until the other day. Mr. Curzon, in his book on Far Eastern problems, undertakes to show that the Marquis Tseng was a fraud, and so was trying to mislead the English public. Mr. Wheeler, however, in a review of Mr. Curzon's work, roundly asserts that the article in question was not written by the Marquis, and was not seen by that eminent Chinese official until it had appeared in print.

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THE CHINAMAN ABROAD.

An interesting article, under this title, appears in the Nineteenth Century from the pen of Mr. Edward Mitchell, who betrays a large acquaintance with John Chinaman. He does not throw any new light on the subject, but the article is full of interesting detail, and illustrates, anecdotally, particularly with regard to the fact that it is the Chinaman's virtues in foreign lands that count more heavily against him than his vices. 'Unlucky,' industry, patience, and perseverance, 'extreme' thrift, the labor habit and faculty of saving little day by day, however scanty his earnings—these are the very qualities that have turned against him the hands of men, who, in his own country, are his friends and his providers. These virtues of the Chinaman are magnified out of all proportion to their seriousness, simply that a pretext may be found for hunting him from the community like a pariah dog.

To illustrate what the Chinaman is capable of accomplishing in Australia, Mr. Mitchell recalls the following scene:—It is a period of partial drought, and a boiling day at Christmas, the midsummer of the Antipodes. I was driving over the parched plains of Riverina, the vast flat tract of fertile land enclosed by the mighty Murray River and its scarcely less mighty tributaries, the Lockhart, the Darling, and the Murrumbidgee. The travelling stock road which I am following is cleft by the fierce heat of the sun every here and there into yawning fissures. Not a single tree or patch of brushwood breaks the horizon. At last, through the quivering heat haze, I descried one green spot in the desert. Is it a mirage? I keep asking myself, as the horses instinctively quitted their leisurely jog-trot at the vision of a single tree of brushwood breaks the horizon. At last, through the quivering heat haze, I descried one green spot in the desert. Is it a mirage? I keep asking myself, as the horses instinctively quitted their leisurely jog-trot at the vision of a single tree of brushwood breaks the horizon. At last, through the quivering heat haze, I descried one green spot in the desert. Is it a mirage? I keep asking myself, as the horses instinctively quitted their leisurely jog-trot at the vision of a single tree of brushwood breaks the horizon.

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Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STRAIT FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX.

ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 28th November, 1894, at Noon, the Company's S.S. SYDNEY, Commandant DELACROIX, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Species and Parcels until 3 p.m. on the 27th November, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, November 15, 1894. 1894



STRAITS, OCEAN, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship RAVENNA, Captain F. COLE, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, on THURSDAY, the 6th December, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the ORIENTAL, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 29th DECEMBER, 1894).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent.

F. & O. S. N. Co.'s Office,
Hongkong, November 22, 1894. 1894

NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 10th day of December, 1894, at 3 p.m., the Company's S.S. SACHSEN, Captain H. BORME, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port as above, calling at Narvik and Gleda.

Shipping Orders will be granted till Noon, on Saturday, the 8th December, Cargo and Species will be received on board until Noon, on MONDAY, the 10th December, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 9th December. Contents of Packages are required. No Parcel Receipts will be signed at less than 2s. and Parcels should not exceed Two Feet Nine in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Lines can be washed on board.

For further Particulars, apply to
MELOHERS & Co.,
Agents.

Hongkong, November 16, 1894. 1894

PUBLICATIONS.
CHINA MAIL OFFICE.
CHINA REVIEW—published once in Two Months.
OVERLAND CHINA MAIL—for every Weekly Mail.
CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

CHINA MAIL OFFICE,
5, Wyndham Street (behind the Club).

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.
PASSENGER SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Steamer	Day	Time
Tacoma	Tuesday	Jan. 1/95.
Victoria	Tuesday	Jan. 22/95.
Tacoma	Tuesday	Feb. 26/95.
Victoria	Tuesday	March 19/95.
Victoria	Tuesday	April 9/95.

THE Steamship TACOMA, Captain V. FARRER, sailing at Noon, on TUESDAY, the 11th December, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARROLL & Co.,
Agents.

Hongkong, November 7, 1894. 1792

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894. 1894.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PASSENGER SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 28th Nov.

EMPEROR OF JAPAN...Comdr. G. A. LEE, R.N.R. WEDNESDAY, 20th Dec.

EMPEROR OF CHINA...Comdr. R. ARMBALD, R.N.R. WEDNESDAY, 23rd Jan. '95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR P.A.CIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAN STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having secured the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to
D. E. BROWN, General Agent,
PEDDER STREET, 1748

Hongkong, October 31, 1894.

SHARE LIST—QUOTATIONS.—NOVEMBER 23, 1894.

Stocks.	No. of Shares.	Value.	Part- up.	Quoting Convention, Cash.
BANKS.				
Hongkong and Shanghai Bank Cor.	50,000	125	all	97 1/2, sales and buyers
New Japan	100,000	10	all	1.10 nom.
Bank of China, Japan and Straits, Ltd.	99,875	10	all	1.10
Indo-China Bank, Ltd.	1,200,000	10	all	85
National Bank of China, Limited	1,000,000	10	all	82 1/2
MARINE INSURANCE.				
Canton Insurance Co., Ltd.	10,000	25	all	50/142
China Traders' Insurance Co., Ltd.	24,000	83.33	all	20/61, sellers
Indo-China Insurance Co., Ltd.	5,000	200	all	20/180, buyers
Straits Insurance Co., Ltd.	30,000	10	all	20/168 sales and buyers
Union Insurance Society Co., Ltd.	10,000	25	all	20/127, sales and sellers
Yangtze Insurance Association, Ltd.	5,000	50	all	1/76, buyers
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	20,000	10	all	1/76, sellers
Hongkong Fire Insurance Co., Ltd.	8,000	25	all	50/177 1/2, sellers
DOCKS.				
H'kong & Whampoa Dock Co., Ltd.	12,500	125	all	78 1/2, sales
STEELWORKS.				
China and Manilla S. S. Co., Ltd.	5,000	5	all	86, sellers
Douglas Steamship Co., Limited	20,000	6	all	80, sales
J.S. O. and M. S. Co., Ltd.	50,000	2	all	82 1/2
Indo-China S. N. Company, Limited	50,000	1	all	83, sellers
Steam Launch Company, Limited	2,000	10	all	30
China Mutual S. N. Co.	20,000	10	all	27, sellers
DO.				
China Sugar Company, Limited	15,000	10	all	145, sellers
Union Sugar Company, Limited	7,000	10	all	148, sellers
WHAVERIES.				
T.K. & Co. Wharf & Godown Co.	20,000	50	all	86, sales
Wanchai Warehouse and Storage Company, Limited	2,500	100	37	840, sellers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	10	all	552, sales and sellers
Kowloon Land and Building Company	6,000	5	all	30, sellers
Humphreys Estate & Finance Co., Ltd.	1,000	1	all	104
West Point Building Co., Limited	12,500	1	all	40, sellers
TRAMWAYS.				
H.K. High Level Tramways Co., Ltd.	1,200	10	all	70
Jebsen Mining & Trading Co., Ltd.	45,000	5	all	84, buyers
Panjoon Mining Co., Ltd.	50,000	4	all	84.50, sales and sellers
Societe Francaise des Oubour-anges de Tonkin	8,000	50	all	802 1/2, sales
New Balmoral Gold Mining Co., Ltd.	15,000	1	all	18.80, sales
East Aust. Gold Mining Co., Ltd.	50,000	1	all	13.10, 85, sellers
Societe Francaise des Houilleres de Touraine	8,000	500	all	nom.
MARINE, ETC.				
China-Borneo Company, Ltd.	7,500	10	all	40 nom.
H. G. Brown & Co., Limited	6,000	50	all	83, sellers
Hongkong Hotel Company, Ltd.	6,000	50	all	89, buyers
DISPERSEABLES.				
A. B. Watson & Co., Limited	90,000	10	all	810, sales and buyers
Dakin, Crutchfield & Co., Ltd.	50,000	5	all	81
MINING.				
H.K. and China Gas Co., Limited	7,000	10	all	8125
Hongkong Electric Co., Limited	30,000	10	all	84, sales
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	20,000	50	all	84, sales and buyers
Hongkong Brick & Cement Co., Ltd.	4,000	10	all	84
CEMENTWORKS.				
Campbell, Moore & Co., Limited	1,200	10	all	84, sales
Geo. Fenwick & Co., Limited	5,000	25	all	818
Hongkong Bakery Company, Ltd.	600	60	all	835
Hongkong Dairy Farm Co., Ltd.	3,000	10	all	83, sales
Hongkong Ice Company, Limited	5,000	10	all	875, buyers
H'kong Rope Manufacturing Co., Ltd.	5,000	10	all	1000, buyers
FOUNDER'S SHARE.				
COALS.				
Chinese Imperial 1894	178,200	178,200	7 1/2 p. ann.	10 p. ann. sales
Hongkong Hotel Mort.	400,000	400,000	6 p. ann.	5000

Intimations.

SANTAL-MIDY.
The pure essence of Santal obtained by Midy's process from the best Myrtus wood.

SANTAL-MIDY is entirely different from the Santal oil of the Indian Bazaras, is superior to Copal, Cubeb, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all discharges of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round capsules, each of which bears the name "MIDY" in black letters, without which none are genuine.

SANTAL-MIDY is sold by all druggists and medicine dealers throughout the world.

Tariff: 8, Rue Vivienne, 8.

For Sale by A. WATSON & Co., Chemists.

Merchant Vessels in Hongkong Harbour.

Exclusion of late arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into certain Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C.

Shipping or midway between each shore are marked c, in conjunction with the figures denoting the sections.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Angora	Brit. str.	2077	Nov. 23	Nippon Yusen Kaisha	San Francisco	27th inst.
Angerton	Brit. str.	1823	Nov. 23	Dodwell, Carrill & Co.	Amoy	28th inst.
Bentwaters	Brit. str.	1484	Nov. 23	Gibb, Livingston & Co.	Amoy	To-morrow
Bylgia	Brit. str.	333	Nov. 23	Wielor & Co.	Amoy	To-morrow
China	Brit. str.	1240	Nov. 23	Melchers & Co.	Amoy	To-morrow
City of Peking	Amer. str.	6079	Nov. 23	P. M. S. S. Co.	Amoy	To-morrow
Diamond	Brit. str.	1038	Nov. 23	Siemens & Co.	Amoy	To-morrow
Donar	Brit. str.	1015	Nov. 23	Lantz, Weegar & Co.	Amoy	To-morrow
Empress of India	Brit. str.	3008	Nov. 23	Canadian Pacific Railway Co.	Vancouver, B.C.	28th inst.
Esmeralda	Brit. str.	906	Nov. 23	Shewan & Co.	Amoy	To-morrow
Freer	Dan. str.	397	Nov. 23	Arnhold, Karberg & Co.	Amoy	To-morrow
Kiel	Ger. str.	831	Nov. 23	C. M. S. N. Co.	Amoy	To-morrow
Kong Bang	Brit. str.	807	Nov. 23	Bradley & Co.	Amoy	To-morrow
Kwong Mo	Brit. str.	177	Nov. 23	Malcampo & Co.	Amoy	To-morrow
Lyderhorn	Brit. str.	2014	Nov. 23	Mittell Busan Kaisha	Kuchinotsu	To-morrow
Memnon	Brit. str.	826	Nov. 23	Batterfield & Swire	Coast Ports	To-morrow
Namoa	Brit. str.	863	Nov. 23	Douglas Steamship Co.	Coast Ports	To-morrow
Namohang	Brit. str.	1062	Nov. 23	Batterfield & Swire	Coast Ports	To-morrow
Nanyang	Brit. str.	1009	Nov. 23	Siemens & Co.	Shanghai	To-morrow
Pakistan	Brit. str.	835	Nov. 23	Hop Hing Hong	Shanghai	To-morrow
Peking	Brit. str.	902	Nov. 23	Siemens & Co.	Shanghai	To-morrow
Propontis	Brit. str.	1300	Nov. 23	Siemens & Co.	Shanghai	To-morrow
Radnorshire	Brit. str.	1880	Nov. 23	Dodwell, Carrill & Co.	Amoy	To-morrow
Rio	Ger. str.	1009	Nov. 23	Arnhold & Co.	Amoy	To-morrow
Siam	Brit. str.	1024	Nov. 23	Bradley & Co.	Amoy	To-morrow
Sinhai	Brit. str.	394	Nov. 23	Batterfield & Swire	Amoy	To-morrow
Tai Lee	Brit. str.	828	Nov. 23	Meyer & Co.	Amoy	To-morrow
Triumph	Brit. str.	674	Nov. 23	Shewan & Co.	Manila	To-morrow
Zafro	Brit. str.	697	Nov. 23	Shewan & Co.	Manila	To-morrow

British Majesty's Ships on the China Station.

Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
At sea	3600	8	7000	Captain Robert L. Graeme	Obefoo
At sea	1700	4	3180	Commander De Lisle	Obefoo
At sea	1770	6	2200	Comd. Scott Rogers	Obefoo
At sea	1400	14	1440	Captain Ch. J. Norcott	Obefoo
At sea	10,500	14	13,000	Captain J. M. McQuinn	Obefoo
At sea	1700	13	10,000	Captain Frederick W. Fisher	Obefoo
At sea	1140	8	1400	Commander MacArthur	Obefoo
At sea	7550	12	10,000	Capt. William H. Henderson	Obefoo
At sea	355	4	460	Lt.-Com. Ravenhill	Obefoo
At sea	465	4	460	Lt.-Com. I. G. Tufnell	Obefoo
At sea	4300	10	5500	Captain Count Metaxa	Obefoo
At sea	2550	6	5500	Commander Baskin	Obefoo
At sea	3730	13	7300	Capt. Wilmot H. Pawkes	Obefoo
At sea	750	6	1200	Lt.-Com. M. G. Cartwright	Obefoo
At sea	750	6	1200	Lt.-Com. Phillips	Obefoo
At sea	750	6	1200	Lt.-Com. F. C. B. Addington	Obefoo
At sea	750	6	1200	Commander E. R. Kelly	Obefoo
At sea	750	6	1200	Lt.-Com. Hugh Gledhill	Obefoo
At sea	805	6	1200	Lt.-Com. Robert H. J. Stewart	Obefoo
At sea	805	6	1200	Lt.-Com. C. G. May	Obefoo
At sea	4050	12	6900	Captain Henderson	Obefoo
At sea	3600	8	7000	Captain Alfred L. Winloe	Obefoo
At sea	750	6	1200	Commander R. K. McAlpine	Obefoo
At sea	303	4	340	Lt.-Com. Burnside	Obefoo
At sea	5500	12	8500	Captain Hallifax	Obefoo
At sea	6157	14	1450	Commander Boyes	Obefoo
At sea	2750	4	1450	Commander Ayle	Obefoo

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Fremantle, R.N., C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H. P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	5000	—	—	Captain Elchaninoff	Nagasaki
Admiral Nakhimoff	Russian flag	7781	32	3500	Captain Kachirinoff	Nagasaki
Albatross	Russian gunboat	800	—	—	Captain Farnago	Nagasaki
Alert	U. S. corvette	1020	8	—	Captain Durand	Shanghai
Alexandrine	German corvette	2370	19	2400	Captain Schmidt	Obefoo
Alliance	French cruiser	4122	10	8254	Captain Jannegiberry	Nagasaki
Albatross	American cruiser	—	—	—	Commander F. McQuerry	Nagasaki
Arcon	German cruiser	2500	14	—	Captain Holmeister	Obefoo
Arctic	French gunboat	470	4	—	Captain Maude	Obefoo
Baltimore	U. S. flag	4600	10	—	Captain E. F. Day	Obefoo
Bayard	French flag	4200	—	—	Commander Thomas	Obefoo
Berg	French wooden sloop	1350	9	—	Captain Ternon	Hongkong
Beaumont	Portuguese gunboat	462	2	400	Captain H. Carvalhaes Athayde	Macao
Bore	Russian cruiser	—	13	—	Captain Kachirsky	Obefoo
Comete	French gunboat	500	—	—	Capt. Maude	Obefoo
Concord	American cruiser	1700	—	—	Captain Goodrich	Shanghai
D	Portuguese gunboat	706	—	—	Captain Gomes	Macao
Don Juan de Austria	Spanish cruiser	—	—	—	—	Obefoo
Duguay Trouin	French cruiser	3681	14	3740	—	en route
Forfait	French cruiser	2200	—	—	Captain Recloux	Saipon
German	German flag	4100	24	3400	—	en route
German	German gunboat	489	4	530	Lieut. Schwind	Woonong
Italy	French cruiser	4100	10	—	—	en route
K	French gunboat	890	—	—	Capt. Grapier	Obefoo
K	Russian gunboat	—	—	—	—	Obefoo
K	French gunboat	490	—	—	Lieutenant Parais	Obefoo
Liaison	French gunboat	485	10	625	Lieut.-Com. Monneyron	Amoy
Latin	German cruiser	2100	10	—	Lieut. Godner	en route
Marie	U. S. corvette	1900	—	1170	Commander Gridley	en route
Marion	Russian cruiser	1700	7	—	Commander Andraef	Korea
M	U. S. sloop	1870	—	1470	Lieut. Com. Knyg	Tientsin
M	Russian cruiser	—	9	—	Captain Zarine	Vladivostok
M	U. S. gunboat	884	—	650	Lt.-Com. Knyg	Nagasaki
M	French gunboat	646	—	640	Lieut. Com. de Lapied	Shanghai
M	Russian cruiser	3000	—	—	Captain Rimak-Kovakoff	Nagasaki
M	Ba sian gunboat	—	—	—	Captain Baranoff	Vladivostok
M	Russian cruiser	950	13	—	Captain Astronoff	Tientsin
M	German cruiser	—	—	—	Captain Herbing	Nanking
M	French cruiser	4500	—	—	Capt. Borel de Bréville	Saipon
M	French gunboat	480	—	25	Commander Doustals	Saipon
M	Russian cruiser	5000	12	300	Captain Zarine	Tientsin
M	German cruiser	380	—	—	Captain Kratshmann	Tientsin
M	Russian cruiser	500	—	—	Captain Demozing	Nagasaki